



The China Mail

ESTABLISHED 1845

MILKMAID
STERILIZED
NATURAL
MILK
IS
PURE, FRESH
COWS' MILK

No. 16,071.

號六月一十年四十一百九千一英

HONGKONG, FRIDAY, NOVEMBER 6, 1914

寅甲大歲年三國民華中

PRICE 88.00 Per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd
WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDING, HONGKONG.

COMMERCIAL.

THE YARN MARKET.

Moore, Polish walls and Kotewall, cotton
and yarn brokers, report:—

Since the last mail from the Straits, the
yarn market has remained as hitherto
completely demoralized, the only business
being done between first hands and dealers
being as we pointed out before, insignificant
lots for daily delivery only and nothing
for the foreign market probably not more than
1,100 bales. Prices, however, continue on
their downward course, and we have
decided to revise our list of quotations for
this mail in order to show the fearful
heavy fall which has taken place since the
war began.

The position of the market is rendered
the more serious in that the Chinese
dealers have practically ceased clearing
their old bargains, upon which there are
immense losses, which is tantamount to a
reduction of their contracts.

Total sales, 1,100 bales.
Unsold stocks, 55,000 bales.
Sold but undelivered in the godown
and to arrive 25,000 bales.
Arrivals—The mail steamer, "Oriental" and
"Mitsui" and extra "Mitsui" from
Bombay, and extra "G. Apur" from
Calcutta have brought in 4,070 bales for
Hongkong and 2,990 bales for Shanghai.
Local Mill.—No sales.

Shanghai. The market is in about the
same condition as here.

Japanese Yarn.—This yarn has suffered
a heavier decline than the Bombay yarn,
as the following quotations will show:
Sales 200 bales Yellow Joss No. 20 at
\$11.50 50 bales Set-C No. 20 at \$12 and
No. 10 \$11.00.

Raw Cotton.—No sales in Bengal or
Chinese. Stock 1000 bales Bengal and
1000 bales Chinese. Quotation, Bengal
at \$17 to \$20, Chinese at \$20 to \$25 per
picul.

OUR NEW BATTLESHIPS.

The smartness with which the Admiralty
acted at the opening of the war in
exclaiming a pre-emption on the two
Turkish battleships which were just
completing in this country is emphasised,
says the Naval and Military Record, in the
new Navy list. One of these vessels, the
Agincourt, was commissioned on the
morning of August 7, although it was not
delivered until August 4. The other vessel,
the Erin, hoisted the pennant on August 22.
Both vessels commissioned at the ports at
which they had been built, and were placed
under the command of Capt. Douglas H. L.
Nicholson, commander of his Majesty's
yacht, and Capt. Hon. Victor A.
Stanley, who at the time of the outbreak
of war was in command of the Royal
Naval College at Dartmouth. In order
to commission these two ships, the Ad-
miralty drew to a large extent upon the
Royal yachts. The rapidly with which
these two fine battleships were provided
with officers and men and sent to sea
redounds to the credit of all the naval
departments concerned, particularly as the
emergency arose at a moment when there
was such great pressure at work. The
commissioning of these ships was, in fact,
merely a detail, for simultaneously the
naval authorities were finding officers for
the command of a large number of liners,
which were immediately put into commis-
sion, and for a group of hospital ships and
"carriers," and were busy taking up a
number of fleet auxiliaries and trawlers.

GERMANY'S BIG GUNS.

New Weapon of 20 Inches.

In view of the extensive damage which
has been done by the German 17-inch
siege gun, it is not surprising, says a
Central News message from Paris, that
there should be much public interest in
regard to the nature of this new weapon
and its working arrangements.

According to published details, the gun,
which is popularly known as "Brun-
ner," and is operated only by engineers
specially furnished by Krupp, is dis-
charged electrically from a considerable
distance, its action being such that the
operator cannot remain in the immediate
vicinity.

The projectile weighs 950 kilograms
(approximately 2,100 lb.), and on leaving
the gun describes a parabola covering a
distance of twenty kilometres, and
rising to an altitude of 1,200 yards. It is
added that the shell, in exploding, emits
a deadly gas which is reported to be man-
ufacturing two a gun of 20.08 in.

ACCIDENTS WILL HAPPEN.

It may be impossible to prevent an acci-
dent, but it is not impossible to be
prepared for it. Chamberlain's Pain Balm
is not beyond anyone's notice, and with a
bottle of this liniment you are prepared
for most anything. For sale by all
Chemists and Druggists.

BUSINESS NOTICES.

BEST FOR INFANTS
BEST FOR INVALIDS

A Complete Diet
for INFANTS & INVALIDS

As Milk is one of its constituents the only other
ingredient required is water.

Write to NESTLE FOOD CO. P.O. Box 331,
Hongkong, for a free sample tin.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 6th NOVEMBER.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'

5 P.M. 'KINSHAN.' 5 P.M. 'PATSHAN.'

SATURDAY, 7th NOVEMBER.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'

5 P.M. 'KINSHAN.' 5 P.M. 'PATSHAN.'

Single Fare by Night Steamer \$6.00

Return Fare by Night (available also for Return by Day Steamer) 10.00

Single Fare by Day Steamer 4.00

Return Fare by Day Steamer 8.00

The attention of the travelling public is drawn to the comfort afforded by the
Companies' vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'SUI AN'

HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MAOAO TO HONGKONG.

Week days at 1.30 A.M. and 1 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 8th NOVEMBER.

The Company's Steamship "HEUNGSHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.

and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 2 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 586 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SANTU." These vessels have superior Cabin accommodations and are lighted
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the:

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).

Opposite the Blake Pier.

AL FRESCO PETE

IN AID OF THE FUND OF THE

SOCIETY OF ST. VINCENT DE PAUL.

To be held in the Compound of the

ROMAN CATHOLIC CATHEDRAL.

On SUNDAY, 8th NOVEMBER, 1914,

from 9 P.M. to 11.30 P.M.

UNDER the Distinguished Patronage

of H.E. THE GOVERNOR and Lady

MAY.

ADMISSION TICKET \$1

which is entitled to a Souvenir on its

presentation at the Souvenir Pavilion (on

the evening of the 8th only).

Tea, Cakes, and Refreshments will be

served during the afternoon and night.

By the courtesy of the Philharmonic

Society their Orchestra will

attend from 9 to 11.30 P.M.

Tickets can be obtained at the Roman

Cathedral, at the Compound of the ROMAN

CATHEDRAL, from 9 A.M. to 7 P.M.,

and at the Gate of the night of the 8th.

The various stalls will be opened for

inspection by the public from 3 to 8 P.M.

on the 8th Nov.

Hongkong, Nov. 5, 1914. 1168

CHEN KWONG & Co., Ltd.

GENERAL IMPORT &

EXPORT.

CANTON

LARGE WHOLESALE & RETAIL

STORE.

FURNITURE, Draperies, Groceries,

Books and Stationery.

Makers of Jewellery, Lacquerware,

Crockery Ware.

Ironmongery, Wine and Spirits

Foreign Clothes for gentlemen made to

order by our own tailors.

Large assortment of Chinese Silks and

Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &

Hongkong to buy Chinese and Foreign

Goods.

SUP. FAT POO STREET.

TEL. No. 1408. CANTON and

No. 237, 239, Des Voeux Road

and No. 129, Cross Street Road Central

TEL. No. 811.

CHEN KWONG & Co., Ltd.

CHEN KWONG & Co., Ltd.

CHEN KWONG & Co., Ltd.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, CALVERS AND REPAIRERS, BOILERMAKERS, FORCE-
MASTERS, BRASS AND IRON, FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 83' x 3' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 1,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shipyard ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rails, etc.

AGENTS FOR:—
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7 1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAUGHT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—TAIKOODOCK. Telephone No. 215.

MEM CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A

SPECIALITY.

NOTE ADDRESS.

102 HOUSE HONGKONG

LIPTONS

No. 1 Tea 95 cts. per lb. Foochow Buds 80 cts. per lb.

Our own Special Blend of India & China Teas

85 cts. per lb.

Roasted & Ground daily the best Java Coffee

75 cts. per lb.

For absolutely the best Cup of Tea, Coffee, Cocoa, also Scones, Cakes &c.

procurable in Hongkong—to be obtained only at

THE ALEXANDRA CAFE

LADIES CLOAK ROOM.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART.

MANAGER.

PEAK HOTEL

ADJACENTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.

Root Guides.

Terms—From \$5 per day.

Telegraph Add: "Peasent"

P. O. FEUSTER

Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION

AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS

Effervescent Saline

For purifying the Blood
and cooling the System.

Refreshing Invigorating

PRICE \$1.00 per bottle.

THE VICTORIA DISPENSARY.

HONGKONG TURKISH BATH & TOILET CO., LD.

NOW OPEN

LADIES DAYS MONDAYS AND TUESDAYS

CHARGES:—

Turkish Bath - - - - - \$2

Electric Bath - - - - - 3

Complete Body Massage - - - - - 2

Single Bath - - - - - 75 cts.

FOR MEDICAL BATH DOCTORS' PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEERS.

13, QUEEN'S ROAD CENTRAL, HONGKONG. J. O. SPIESS, Manager.

"MUMEYA"

"While-you-wait" Photography.

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

Special terms 33% reduction for Volunteers
and all men in uniform.

No. 8, Queen's Road Central.

TELE. No. 254.

675

THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.

Town Office, 48, COSWAY ROAD CENTRAL, HONGKONG. Telephone No. 458.

Shipyards, Sham Sui Po, Kowloon, HONGKONG. Telephone No. K. 5.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1913.

Bournville

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES.
SILVER CUPS, TEA SETS, CIGARETTE CASES,
etc., etc.,

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager
Hongkong, August 12, 1908.THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FURNING, STEEL MAKING, SHIP "BUNKERS" &
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for

FURNACE, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPER-
TUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE

5, Wyndham Street

European Supervision

Moderate Prices.

A Natural
RemedyTime was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.ENO'S
FRUIT SALT.is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
or old.It is very effective in the early stage of Diarrhoea
by removing the irritating cause.Be prepared for emergencies by always keeping
a bottle in the house.

Prepared by

J. C. ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.

SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSUBISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OORI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAMAUTA, SAVO,
SHINNYU and KAMIVAMADA
Collieries.AGENTS for "ARITO" & "OUBARI"
COALS.

HEAD OFFICE: "TOKYO."

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kure,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.TEL. ADDRESS for above: "IWASAKI."
Codes:—At. ADC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing &
Co.NANTAI: Messrs Macdonald &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager

No. 2, PEDDER STREET,
HONGKONG.

816

DAIRY FARM NEWS.

HAM & BACON

Absolutely the best in the Colony.

BREAKFAST BACON

in rashers, .90 cts per lb.

MILD CURED

HAM, .85 & .95 cts per lb.

88

FRENCH LESSONS

G. GOUSSION,

15, Morrison Hill Road.

1015

SINGON & CO.

ESTABLISHED A.D. 1870

IRON STEEL METAL AND HARD

WARE MERCHANTS. Wholesale

and Retail Importers. "The Iron

Foundry" (aka Importers). General Store-

keepers and Shipchangers. Nos. 35 and

37, HING LON STREET, (2nd Street, west

of Central Market) Telephone No. 615.

Hongkong, September 4, 1912.

PEAK TRAMWAYS COMPANY,

LIMITED

TIME TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 8.30 p.m. Every 15 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00

p.m. every half hour

11.00 p.m. to 11.45 p.m. every quarter of

an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.30 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.30 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the

Company's Office, ALEXANDRA BUILDINGS

Des Vaux Road Central.

JOHN D. HUMPHREYS & SON

General Managers

DON'T Forget after the Show, Supper,

and Light Refreshments

ALEXANDRA CAFE

Open TILL Midnight

TURPENTINE AND ITS
TERRORS.FRENCH EXPLOSIVE WHICH
KILLS ALL LIFE.

DEATH WITHIN 400 YARDS.

What truth is there in the reports
current that the French are firing a new
explosive of such a deadly character that
whole battalions of German infantry are
found dead in their trenches "standing
bolt upright, and still holding their rifles
in firing attitude," as though suddenly
petrified (asks the "Daily Express.")The new explosive, says the paper, in-
vented two years ago by Mr. Turpin, the
"parent" inventor of melinite and of
lyddite—which is merely a named from the
fact that the first experiments were made
at Lydd, in Kent, in presence of the
French inventor, was undoubtedly the most
terrible and the most widely-deadly dealing
high-power explosive ever known. So
lethal in its effect is the new shell on
explosion, that should its use become
widespread, whole armies, indeed entire
nations, would be completely exterminated
in the course of a few weeks. For this
reason its use is probably prohibited by
articles of war, by the International Flag-
Convention, though Mr. Turpin himself
claims that this is not the case.

THE INVENTOR.

Mr. Turpin is not only a remarkable man,
he is also a very long-lived one. He has
nearly a vigorous physique, but who con-
sidered that he had been deeply wronged
in connection with the discovery of his
previous inventions, melinite and lyddite.
It is said that he became resentful and suspi-
cious, and that he resolved to set to work
and discover some new explosive that
would completely throw into the shade
previous discoveries of which he was the
author, but which had been "improved"
by other technicians.My own experience of Mr. Turpin, gathered
in personal intercourse and in
correspondence with him, is that he was
both bluntly bold, and over-suspicious,
inclined to consider every newcomer with
suspicion. I should say that he is not at
all what is known as a "man of business,"
but that he is, and all the time, an inventor
of some really scientific capacity.For years Mr. Turpin, in his quiet house
in the little town of Pontoise, some twenty
miles from Paris, had been silently working
away at his new discovery, and at a com-
paratively recent period he had been called
upon to see the French Government
military authorities, and he offered
his new discovery to his country, but his
old dislike of War Office methods and War
Office technicians persisted and this some-
what hindered the negotiations.

CURIOUS DOWN.

Moreover, for years past France, at the
imperious demand of her democrats, had
been persistently cutting down her military
expenditure, and on the other hand, Ger-
many had been steadily increasing hers.
Thus it was that when any department
of the national defence asked for special
credits the amount was invariably cut down
by the War Minister for the time being.
Before submitting the amount to Parlia-
ment, where ambitious politicians, anxious
to pose as antimilitarists, insisted upon
still further reductions before they would
vote the amount. In such circumstances
there was little money for new experiments
with explosives, and the outbreak of war
found France by no means so thoroughly
prepared in artillery, in munitions in
reserves for war, as was Germany.Mr. Turpin, however, was used to War
Office procrastination, and he therefore had
a special run made "on his own." He
had made his parts in different factories,
and these parts were put together elsewhere
under his personal supervision. So, too,
with the shells. In a small factory close
to Pontoise he personally filled them,
and then, in the presence of a dozen
carefully selected and invited officials, he
carried out some of his first private
experiments on a deserted part of the
Atlantic coast.

A TRIAL.

The merest chance enabled me to witness
one of these early trials of his new ex-
plosive, and I confess that, although I was
apparently hungry half an hour before, I
returned to my inn without an appetite for
dinner.On a stretch of sand 500 yards from high
water level, a temporary sheepfold had
been erected, about 600 yards square, and
filled off with wooden hurdles. In this
space were some dozen sheep and a couple
of aged and worn-out horses.One of the horses was contentedly moun-
ching away at some hay in a trough, the
other was rubbing himself against one of
the hurdles, while the sheep were huddled
together in one corner.This was what I saw through my glasses
when, from behind a ridge some 2,500
yards away, there came a sharp, loud thud
and the shrieking sound of a small shell,
just as though somebody had taken a piece
of silk and rapidly jerked it in two. It was
the same tearing sound, only louder.There was an explosion in the open space
in the middle of the improvised sheep
pen. The sheep were still huddled in a
corner some distance off, one of the old
horses of the apparently leading sheep
was rearing, while the other, the one that
had been munching hay at the trough, lay
on his side.When ten minutes later I reached the
pen the sheep looked for all the world as if
they had been suddenly petrified. They
were mostly standing up one against the
other.Three or four were lying down, but all
were dead, with their eyes open and lower
lips hanging.
It was absolutely ghastly. Yet all the
animals only the old horse that had been
munching hay was left a fragment of a
shell. The other old horse was half-falling,
half-leaning up against the fence, his fore-
legs stretched out forward, his hind feet
doubled up on the sand beneath him. Both
had been killed instantly.

A FAINT ODOUR.

There was a faint odour in the air, which
I can only describe as that given off by
petrified spirit, yet mixed with a
pleasant smell of melon.There was no wind at the time, the air
being practically still. I should like to
have seen the gun, but, as well as the
shells, was surrounded by a canvas screen.
The experiment made a deep impres-
sion on those present, was quite obvious
and I was not surprised therefore to hear
that the experiments had been repeated
on a much larger scale at the French
permanent camps of Châlons and Mailly.I am told that those experiments were
of the German General Staff, for it
appears that various plausible people, self-
styled journalists, business agents, and
others began to call upon Turpin. After
the war broke out a special guard was
placed outside Mr. Turpin's residence to
keep off all unauthorized persons. Within
the last few weeks, however, Mr. Turpin has
taken up his quarters at a magazine factory
in a populous Paris suburb, where a number
of men have been engaged in preparing the
component parts of the turpentine shells,
which are finished off in his private laboratory
by Mr. Turpin and two assistants, who work
with the door locked.

NOT GENERAL YET.

For special reasons, which it would be
unfair to divulge at the present moment,
I am strongly of opinion that these shells
have not been used to any extent by the
French armistice the field. Probably an
actual test under battle conditions has
been made once or twice, but no more.
A number of people, however, have got wind
of the matter, and imagination has done
the rest.That this terrific explosive will, however,
be used in case of such emergency as
an attempt to take Paris by storm, I
have no doubt, but I am convinced, despite
the thousands of bombs now prepared and
the special apparatus that are being cast,
this explosive, a single 56 lb. shell of
which is able to kill—and so to speak—to
"poison" every living thing in a space of
400 square yards, will not be used unless
under very desperate circumstances, and
only with the full consent of France's
allies.COUGHING INTO
CONSUMPTION

"Only a Cough" but you stop

while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUNDThe finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.

OF ALL CHEMISTS.

THE PHANTOM ARMY.

SECRET OF THE MYTHICAL
RUSSIAN LEGIONS.There is not the slightest doubt about it,
observes the Daily Chronicle of September
14. The evidence in support of the pre-
sence of Russian troops is so overwhelming that
it would be easier to convince people that
there was no war at all than to convince
them that the Russians have not been here.Who has not said that they have friends
who have seen them. Talk of such tales,
of course, then refreshment, and given them
cigarettes. They have been here and over
enough cigarettes to last the whole Russian
army for a week. How many train loads
of Russians have not been seen passing
through Newcastle. There is a letter, of
course, from the favorite haunt of the Rus-
sians—Syrbiton, a road, Clayham Junction
and other stations. They have been
on every railway in the kingdom, and one
of the Great Eastern trains, instead of
landing the Russians at Harwich deposited
them at Norwich.Officials of railway companies have
vouched for the orders for trains; station
masters have held up the ordinary traffic to
let the trains through. The exact number
of trains passing through a railway station
has been noted. The trains have passed
through with drawn blinds. Dangled
Cossacks wearing fur caps, have been no-
ticed lifting a corner of the blind to peep
out. Interpreters have been sent to serve
the Russians. Friends who know the
language report the incidents on their
journeys. The evidence (at second or
third hand) of the presence of our illustrious
Russian hosts is indisputable.

THE FRIENDLY FRIEND.

The man—or woman—who tells you with
absolute confidence that their friend or
friend's friend has seen the Russians is out-
raged if you are sceptical, and considers it
an insult if you doubt the friend's friend's
veracity.There is other evidence apart from per-
sonal testimony—very circumstantial evi-
dence. There is the shipping company
whose ships have been chartered to go to
Archangel; there is the alarm of the
Swedes at Archangel; there is the Board of
Trade announcement that foodstuffs were
being imported from Russia via Archangel.
("We know what that foodstuff is, and the
Germans will know to their cost soon
enough.") The Russians were loaded in
Aberdeen, Leth, Newcastle, Hull, and
Grimsby. That is quite certain on
second hand evidence. The number of
trains required to carry them southward is
known—180, but the same trains were
running on several different lines.Of course the Government wanted to
keep it secret. It was a terrible surprise
which they were springing upon the
Kaiser. It was the greatest coup in the
campaign to land several Russian army
corps at Chalkis, Dunkirk, Ostend. The
troops sailed from Southampton, Feris-
mouth, and Folkestone.It is a pity to shatter this beautiful
structure which the amateur diplomatists
have built up. To offer a denial on behalf
of the official authorities simply strengthens
the belief in the Russian host. The au-
thorities are sure to conceal the facts
and mislead the public. In order, therefore,
to allay further unnecessary excitement,
as far as our readers are concerned, we
must reveal the whole truth about the
Russians. It is this: There have been no
Russians. The fact must be emphasized.

THERE HAVE BEEN NO RUSSIAN.

The number of Russians who are
supposed to have been here began
50,000, but has swollen to a half a million
long ago. Let us take 50,000, and see how
they could have got here. There is only
one single railway line from Wolska to
Archangel. It is a different gauge from
other Russian railways, has a very small
quantity of rolling stock, and little business
is done on it. In order to gather 50,000
troops at Archangel, with horses, artillery,
and equipment, the Russian authorities
would have had to start mobilising them in
May last.The partisans of the Russians admit that
they did not foresee this difficulty.
They are next faced with another diffi-
culty. They are unable to explain why the
Russians, having been brought on trans-
ports, should have been landed at Aber-
deen, Leth, Hull, Grimsby, and other
places on the East Coast, with all their
horses, artillery, equipment, commissariat,
etc., put into trains to be taken to
Southampton, then transferred probably
to the same transports which carried them
from Archangel, in order to go to Ostend,
Dunkirk, Dieppe, or other places. (We
say the same transports, as there are not
sufficient other ships available just now in
view of the transports required for English
troops). Would it not have been much
simpler to have taken them round the
west coast and used the Channel to
Havre or Ostend? This route had the
advantage of being safe, which the North
Sea coast is not. It also had the advan-
tage of secrecy, as then no one would have
seen the Russian soldiers at railway
stations, or given them cigarettes. All
this inquiry leads to the one conclusion,
which must disappoint many people:
There have been no Russians, only a few
staff officers going through to France, and
a few reservists from America and this
country.The Russian soldiers, in the meantime,
are doing valiant service to their Allies in
Austria and Germany.
"What about the trains?" it may be
said. Of course, there were trains as the War
Office has sent about 40,000 more British
troops to France within the last ten days!As is so often the case, Parson Poole
tried to improve the shilling hour by giving
advice from his front of learning—advice
which he himself never followed.
With much pompousness, he conducted
the village wedding, and wound up with a
touching little homily to the bride.
"Let no quarrels mar your married life,"
he said feelingly. "Remember that the
wife should love and obey her husband,
and it is her duty to follow him in all
things.""But sir—" meekly interrupted the
bride.
"Permit me to finish!" he said, in a
childing manner. "As I said before, it is
her duty to follow him wherever he may
go. She must—""But sir," broke in the bride, in a more
determined voice, "can't you after that last
bit of my husband's speaking?"THE NEW FRENCH REMEDY,
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
THERAPION
THERAPION

THE DOLLAR MARK

never obscures our idea of
eyeglass service—the first
consideration here is perfect
satisfaction in glasses and
our patrons never find reason
to complain of our charges.We use every scienti-
fic method of value in
testing the sightFOR ALL EYE TROUBLES
CONSULT US.CLARK & Co.
SCIENTIFIC OPTICIANS
109, BLOOMSBURY STREET, W.C.
HONGKONG
Hongkong, May 25, 1914.

INTIMATIONS

LOST.

A DIAMOND and PEARL EARRING
with screw fitting, on Wednesday
night, 4th instant, between the Hongkong
Hotel, Peak Ferry, and 83, The Peak.
Finder returning same to the Hongkong
Hotel will be rewarded.
Hongkong, Nov. 5, 1914.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of
1912, the EXCHANGE BANKS will
be CLOSED for the Transaction of
PUBLIC BUSINESS on MONDAY, the
9th instant.
Hongkong, Nov. 5, 1914.

WANTED.

IMMEDIATELY EUROPEAN SHIP'S
DOCTOR FOR VOYAGE TO
LONDON.
Apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, Nov. 2, 1914.

NOTICE.

W. & A. GILBEY'S WINES & SPIRITS.
A. S. WATSON & Co. Limited
have been appointed
AGENTS for Messrs. W. & A. Gilbey's
Wines and Spirits.
A. S. WATSON & Co. Ltd.
Hongkong, Oct. 22, 1914.YEW LEE & Co.
Ah Cheong and L. Hansen.STEVEDORES, SHIP-CHANDLERS,
COMPRADORS and COAL MERCHANTS.
15, LEE YUK STREET, WEST.
Telephone No. 1230.
Hongkong, Oct. 29, 1914.

JAPANESE MAKERS.

Every kind of Footwear.

CHERRY & CO.,
PEDDER

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| PORTS | STAMERS | To Sail | Remarks |
|--------------------------------|-----------|-------------|---------|
| SHANGHAI | Daylight | Freight and | |
| SHANGHAI, MANILA, KOREA | 11th Nov. | Passage. | |
| YOKOHAMA | About | Freight and | |
| LONDON, via Suez, Port of Call | 18th Nov. | Passage. | |
| LONDON & GENOA | Noon | Freight and | |
| via Suez, Port of Call | 20th Nov. | Passage. | |
| LONDON & GENOA | About | Freight and | |
| via Suez, Port of Call | 25th Nov. | Passage. | |

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect the Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

E. A. HEWITT, Superintendant.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

Then 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple screw 21 knot turbine steamers of 18800 tons gross—30,000 tons displacement—the lines, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON

| | |
|-------------------|---------------------------------|
| EMPEROR OF RUSSIA | Optional Atlantic Port \$71.10. |
| EMPEROR OF ASIA | do do \$85. |
| EMPEROR OF INDIA | do do \$85. |
| EMPEROR OF JAPAN | do do \$85. |

MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—\$245.
Boston or New York—\$245.
Meals and sleeping car across Canada not included in any of above rates. If required such will cost \$3 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 25th November. Connecting with "GUJARAT" 17th December.

Excellent Accommodation for 1st and 2nd Class Passengers.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.
MANAGING AGENTS.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed Sailing from Hongkong

| Steamer from Hongkong. | On or about | Connecting at Calcutta with | On or about |
|------------------------|-------------|-----------------------------|-------------|
| | | | |

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

| | |
|----------------------------------|-----------|
| S.S. YOUNG MARU, for Moji & Kobe | 8th Nov. |
| S.S. RYUO MARU, for Moji & Kobe | 22nd Nov. |
| S.S. NANYO MARU, for Moji & Kobe | 1st Dec. |
| S.S. KANON MARU, for Moji & Kobe | 15th Dec. |

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 15000 tons SIBERIA 15000 tons
CHINA 10000 tons NILE 10000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

| | | | |
|---------------|-----------------|-----------|--------|
| S.S. MONGOLIA | Sailing TUESDAY | 1st Dec. | 1 p.m. |
| S.S. KOREA | TUESDAY | 22nd Dec. | 1 p.m. |
| S.S. SIBERIA | TUESDAY | 29th Dec. | 1 p.m. |
| S.S. CHINA | TUESDAY | 12th Jan. | 1 p.m. |

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Pacific Mail First Class.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent,
King's Building (Opposite Blake Pier), Telephone No. 141

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

| Steamer | Displacement | Tons & Speed. |
|-------------|-----------------|------------------------|
| TENYO MARU | 22,000-21 knots | From Nagasaki, 14 Nov. |
| NIPPON MARU | 11,000-18 knots | From Kobe, 1st Dec. |
| SHINYO MARU | 22,000-21 knots | From Hongkong, 8 Dec. |
| CHIYO MARU | 22,000-21 knots | From Hongkong, 5 Jan. |

Steamers via Shanghai will be despatched at NOON.

| | | |
|-------------------------------|----------|--------------------------|
| First Class to London | \$71.10. | Return (8 months) \$120. |
| First Class to New York | \$60. | \$96.10. |
| Second Class to San Francisco | \$45. | \$88. |

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call to Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.
Thence by Trans-Andean Route to Buenos Aires.

| Steamer | Displacement | Tons & Speed. | Sailing |
|-----------|-----------------|--------------------------|---------|
| ANYO MARU | 18,500-15 knots | Wednesday, 2nd December. | |

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent,

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

DOLLAR STEAMSHIP CO.

PROPOSED SAILING HONGKONG TO
SAN FRANCISCO

and
SAN PEDRO (Los Angeles).

| Steamship | Captain | Sailing |
|--------------|----------------|----------------------------|
| HAZEL DOLLAR | H. E. R. L. L. | On or about November 10th. |

For Freight Rates and space apply to

THE ROBERT DOLLAR CO.,

3 Queen's Building,

V. M. SMITH,

Phone 792. 1084

THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.MAIL SERVICE
TO AUSTRALIA, via MANILA.MAIL SCHEDULE
SUBJECT TO MODIFICATION

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ALDENHAM | November 23rd | November 14th at 11 a.m. |
| ST. ALBANS | December 12th | December 18th at 11 a.m. |
| EASTERN | | January 8th at 11 a.m. |

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Electric Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STAMERS | TO SAIL |
|-----------------------|----------|---------------------|
| SHANGHAI | CHINA | Nov. 8, Daylight |
| MANILA, CEBU & ILOILO | CHINA | Nov. 10, at 4 p.m. |
| SHANGHAI | CHINA | Nov. 10, at 4 p.m. |
| HOIHOW & HAIPHONG | KATONG | Nov. 11, at 12 a.m. |
| SHANGHAI | YINGCHOW | Nov. 12, at 4 p.m. |
| MANILA, CEBU & ILOILO | TAKING | Nov. 12, at 4 p.m. |
| WEIHAIWEI & TIENTSIN | HUICHOW | Nov. 19, at Noon |

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming', & 'Tian'. Excellent Saseen accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, also on 'Taming' and 'Tian'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui', 'Chenai', 'Shanghai', and the S.S. 'Lanchow', 'Lanchow', and 'Yingchow' having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading, to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

| FOR | STAMERS | TO SAIL |
|-----------------------------------|------------|------------------------------|
| SHANGHAI via FOCHOW | TAESANG | SATURDAY, Nov. 7, Daylight |
| MANILA | LOONGSANG | SATURDAY, Nov. 7, at 3 p.m. |
| TIENTSIN via SHANGHAI & WEIHAIWEI | CHONGSHING | TUESDAY, Nov. 10, Daylight |
| SANDAKAN | CHONGSANG | THURSDAY, Nov. 12, at Noon |
| SINGAPORE, PENANG & CALCUTTA | FAUSANG | THURSDAY, Nov. 12, at 3 p.m. |
| MANILA | YUENSANG | SATURDAY, Nov. 14, at 3 p.m. |

RETURN TOURS TO JAPAN.

THE steamers Kusan, Nanyang & Fooking leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Yuhai, Kusan, and Nanyang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Koda, Lahad Darn, Simporua, Tawau, Umkan, Jesselton and Labuan.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO CHANGE WITHOUT NOTICE.)

'SHIRE' LINE SERVICE.—HOMEWARD.

| For | Steamers | Date of Departure. |
|---------------|------------------|--------------------|
| LONDON & HULL | 'MERIONETHSHIRE' | 24th December. |

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND via HONOLULU

'GLENROY' 24th November.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

SHIPPING



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for EATA.
VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Company's Mail Steamer carrying His Majesty's Mails will be despatched from this port for HONGKONG, on FRIDAY, the 20th November, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Mail Steamer from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the Company's Mail Steamer due in London on 1st January, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, Nov. 6, 1914.

HOTELS

KINGSLERE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephone and Electric Fans.

Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1129.

Cable Address: 'Sachala'.

A.B.C. Code 5th Ed.
Hongkong, September 1, 1906. 1906

KING EDWARD HOTEL

Central Location.

ALL ELECTRIC TRAM PASSENGER, Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.

TELEPHONE 373.
TELEGRAPHIC ADDRESS: R. H. NORTH.
'VICTORIA' Manager.

AGENTS.

LONDON.—F. ALLEN, 11 & 9 Clement's Lane, Lombard Street, E.C. 3. B. Brown & Co., Ltd., 183 Queen's Road, Victoria. CHARTER, BOY & FRANK, 55 Gracechurch St., E.C. 3. G. S. S. & Co., Ltd., 30 Cornhill, London & Globe, 15 St. Bride St., E.C. 4. ROBERT WATSON, 150 Fleet Street, E.C. 4. M. J. & Co., 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

SCOTLAND.—F. L. S. S. & Co., 10 North St. David Street, Edinburgh.

PARIS AND EUROPE.—MATHESON FRASER & Co., 18 Rue de la Grange, Batelle Paris.

NEW YORK.—T. B. BROWN, Ltd., 201 Wall Street, New York City.

THE CHINESE EXHIBITION OFFICE, 62 West 3rd Street.

SAN FRANCISCO and American Ports generally.—BLAIR & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., Ltd., Agents, Colombo.

SINGAPORE, STRAITS, etc.—KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

CHINA.—CANTON, YATTELL & Co., Fookchow Street & Co., Shanghai, KELLY & WALES, Ltd., Yokohama, KELLY & WALES, Ltd.

THE CHINA MAIL, LTD.

5, Wyndham Street, Hongkong.

THE CHINA MAIL

TYPHOON

MAP and

GUIDE

Enables one to locate the centre of a typhoon.

MOUNTED ON CARDBOARD AND TAYED FOR FILING

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes: A, B, C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watkin.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

| NAME OF DOCK OR SLIP | LENGTH IN FEET | BREADTH IN FEET | DEPTH IN FEET | DEPTH AT SPRING TIDES | RISE OF TIDE IN FEET |
|-------------------------------|-------------------|--------------------|------------------|--------------------------|-------------------------|
| Kowloon | 200 | 40 | 10 | 12 | 2 |
| No. 1 Dock, Kowloon | 200 | 40 | 10 | 12 | 2 |
| No. 2 Dock, Kowloon | 200 | 40 | 10 | 12 | 2 |
| No. 3 Dock, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 1, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 2, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 3, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 4, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 5, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 6, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 7, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 8, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 9, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 10, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 11, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 12, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 13, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 14, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 15, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 16, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 17, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 18, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 19, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 20, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 21, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 22, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 23, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 24, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 25, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 26, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 27, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 28, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 29, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 30, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 31, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 32, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 33, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 34, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 35, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 36, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 37, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 38, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 39, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 40, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 41, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 42, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 43, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 44, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 45, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 46, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 47, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 48, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 49, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 50, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 51, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 52, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 53, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 54, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 55, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 56, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 57, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 58, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 59, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 60, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 61, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 62, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 63, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 64, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 65, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 66, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 67, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 68, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 69, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 70, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 71, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 72, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 73, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 74, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 75, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 76, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 77, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 78, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 79, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 80, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 81, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 82, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 83, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 84, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 85, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 86, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 87, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 88, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 89, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 90, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 91, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 92, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 93, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 94, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 95, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 96, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 97, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 98, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 99, Kowloon | 200 | 40 | 10 | 12 | 2 |
| Patent Slip, No. 100, Kowloon | 200 | 40 | 10 | 12 | 2 |

Please Address Enquiries to the Chief Manager,
1407

R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong

KOWLOON-CANTON RAILWAY.

Time Table - From 1st. October 1914.

| OUT | | IN | |
|---------------|-------|-------|-------|
| Kowloon | 5.50 | 5.42 | 9.40 |
| Shang Hai | 5.54 | 5.46 | 11.20 |
| Yan Ma Ti | 5.59 | 5.51 | 11.30 |
| Sha Tin | 7.10 | 10.02 | 11.48 |
| Tai Po | 7.23 | 10.15 | 12.02 |
| Tai Po Market | 7.27 | 10.19 | 12.06 |
| Wan Lung | 7.36 | 10.27 | 12.16 |
| Shang Shui | 7.39 | 10.30 | 12.22 |
| Sham Chun | 7.44 | 10.35 | 12.30 |
| Canton | 11.20 | 6.05 | 6.23 |

*Will stop at Shang Shui on notice being given to the guard at Kowloon.
Golfers Train: Sunday and Public Holidays.
Kowloon 8.45 a.m. Tai Po 9.15 Shang Shui 9.30
Sha Tin 9.45
Tai Po 10.15
Wan Lung 10.45
Shang Shui 11.15
Sham Chun 11.45
Canton 12.15

Sha Tin Kok Branch.
OUT
Fan Lung Dep. 6.05 8.20 12.30 3.20
Sha Tin Kok Arr. 7.00 9.15 1.45 4.15

IN
Sha Tin Kok Dep. 7.10 9.25 1.45 5.15
Fan Lung Arr. 8.10 10.25 2.45 6.15

ROYAL OBSERVATORY.
HONGKONG DAILY WEATHER
REPORT.

NOVEMBER 6, 1914.—P.M.

| Station. | Hour. | Barometer at Sea Level. | Temperature, Temperature. | Humidity | Wind Direction. Force. | Weather. |
|----------|-------|----------------------------|------------------------------|----------|------------------------------|----------|
| Vietsook | 7.4 | 29.39 | 32 | 50 | 0 | o |
| Neturu | 6.2 | 29.85 | 30 | 50 | 50 | o |
| Makodote | 29.87 | | | 50 | 3 | o |
| Tokio | 29.89 | | | 50 | 1 | o |
| Kochi | 30.07 | | | 50 | 1 | o |
| Nagasaki | 30.11 | | | 50 | 3 | o |
| Shanghai | 30.12 | | | 50 | 1 | o |
| Yokohama | 30.06 | | | 50 | 1 | o |
| Yokohama | 30.05 | | | 50 | 1 | o |
| Yokohama | 30.03 | | | 50 | 4 | o |
| Yokohama | 30.06 | | | 50 | 0 | o |
| Yokohama | 30.07 | 46 | 50 | 50 | 3 | o |
| Hankow | 30.07 | | | 50 | 3 | o |
| Tientsin | 30.07 | | | 50 | 3 | o |
| Kiukiang | 30.07 | | | 50 | 3 | o |
| Changhai | 30.07 | | | 50 | 3 | o |
| Shanghai | 30.18 | 38 | | 50 | 1 | o |
| Shanghai | 30.14 | 38 | | 50 | 1 | o |
| Shanghai | 30.09 | 38 | | 50 | 1 | o |
| Shanghai | 30.04 | 38 | | 50 | 1 | o |
| Shanghai | 30.08 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | 50 | 1 | o |
| Shanghai | 30.02 | 38 | | | | |